



SFMTA

Evans Avenue Quick-Build Project

SFMTA Board of Directors

March 15, 2022

Project Overview

The Evans Avenue Quick-Build project is in support of the city's commitment to **Vision Zero**. The project's main goal is to improve traffic safety conditions and comfort for all who travel along Evans Avenue between Cesar Chavez and 3rd streets by using **adjustable, quick-to-construct, and reversible** roadway treatments.

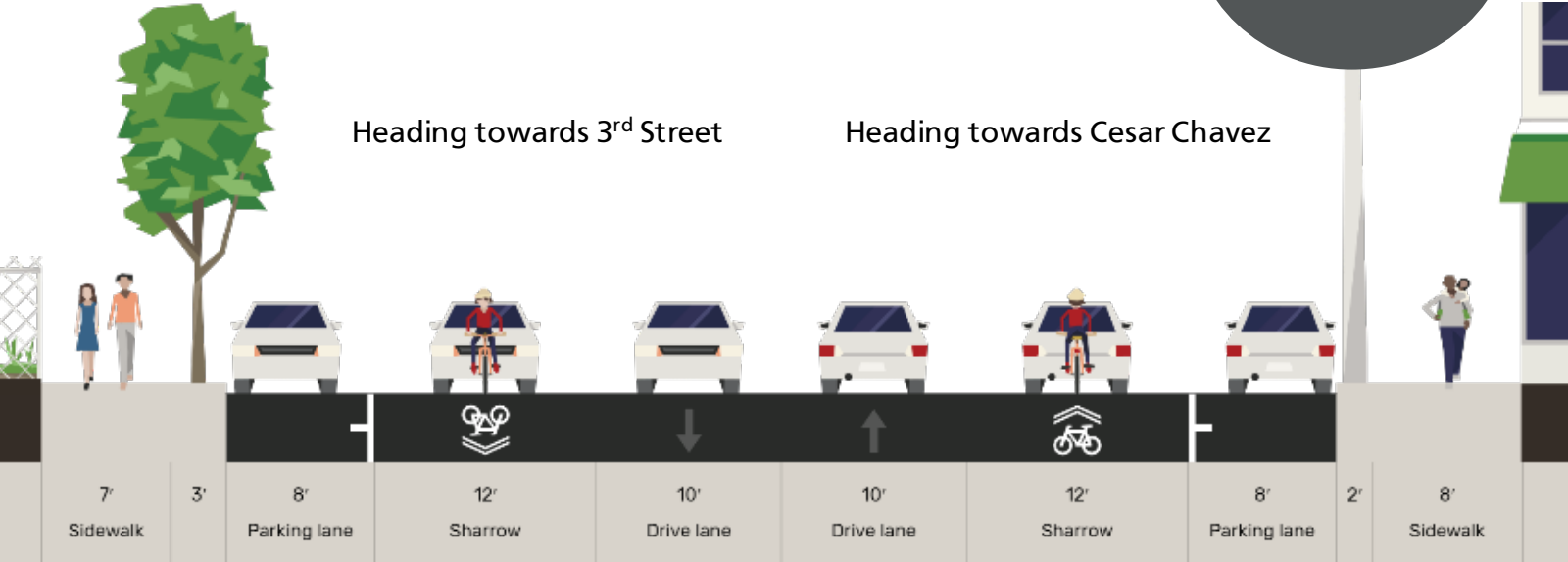


- A. PUC City Distribution Division (scheduled completion date 2027)
- B. SFPD Traffic Company and Forensic Services Division (scheduled completion date October 2021)
- C. DHSS Navigation Center (open)
- D. PUC Biosolids Digester Facilities Project (completion date 2026)
- E. PUC Southeast Treatment Plant Headworks Facility Project (completion date 2024)
- F. PUC Southeast Community Center (completion date 2022)
- G. SFFD Station 49 Ambulance Deployment Facility Project (completion date Spring 2021)
- H. Meals on Wheels SF – 35,974 sqft. Facility (completion date November 2020)
- I. Lift Partners real estate firm – purchased 201 and 301 Toland St. 138,000 sqft. (March 2020)

Evans Avenue Today

Existing – 4 lanes (2 in each direction) with bike sharrows

12,000 to 23,000
Average vehicles per
day



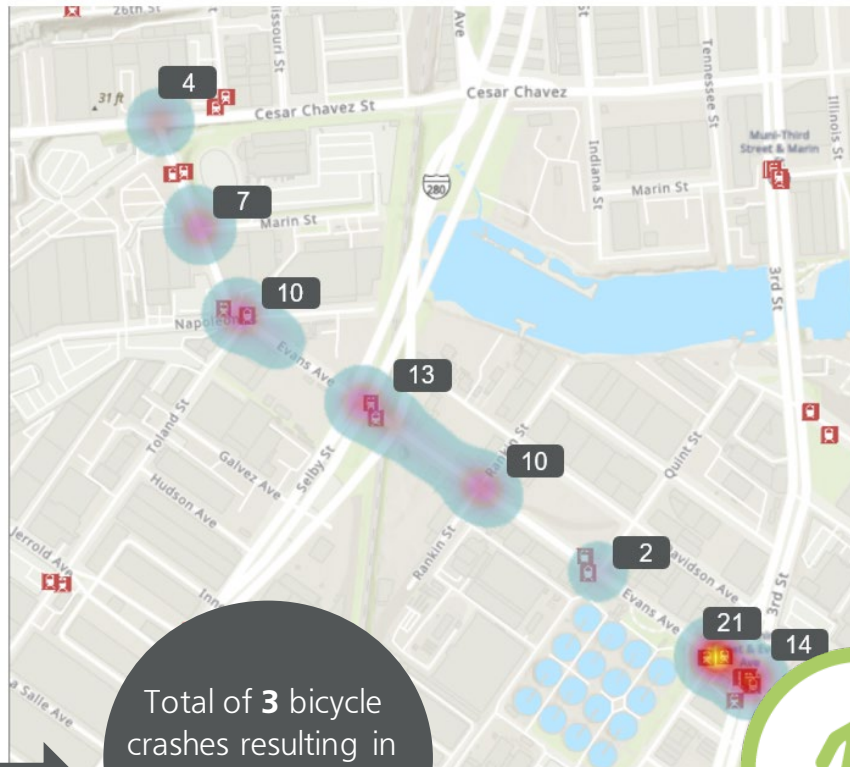
Evans Avenue Today

Evans Avenue is part of [San Francisco's Vision Zero High Injury Network \(HIN\)](#), which highlights that 75% of the city's traffic injuries and fatalities occur on 13% of San Francisco streets.

Crashes between 2015 to 2020



MuniStops
Muni Stops



2015 to 2020 - 81 crashes (vehicle/bicycle/pedestrian) on Evans Avenue between Cesar Chavez and 3rd streets



Total of **3** bicycle crashes resulting in **1** severe injury



Total of **12** pedestrian crashes resulting in 5 severe injuries and **1** fatality

Evans Avenue Quick-Build Project

Objectives include:

Improvements within the project area will provide a greater sense of safety while cycling/walking and support the City's Vision Zero goals.

Road diet (remove one or two travel lanes)



Leading Pedestrian Intervals



High-visibility crosswalks



Painted Safety Zones and Red Zones



Community Outreach and Engagement

We met with:

Colleagues, City Family and other Government Entities example includes:

- Muni operators
- Bureau of Urban Forestry
- PUC
- Caltrans
- Selby St. Navigation Center
- SamTrans

Community Stakeholders:

- Bayview CAC
- BMAGIC Conveners
- SE Facility and Design Committee
- WalkSF
- SF Bike Coalition

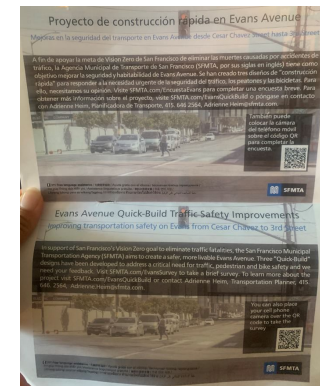
Engagement Opportunities:

- Spoke with 40 businesses along the corridor and Bayview Plaza
- Mailers to residents and businesses
- Provided fact sheets to RV households
- One virtual event
- Two in-person community events



zoom

BMAGIC 2022 Convener Meetings - Shared screen with speaker view



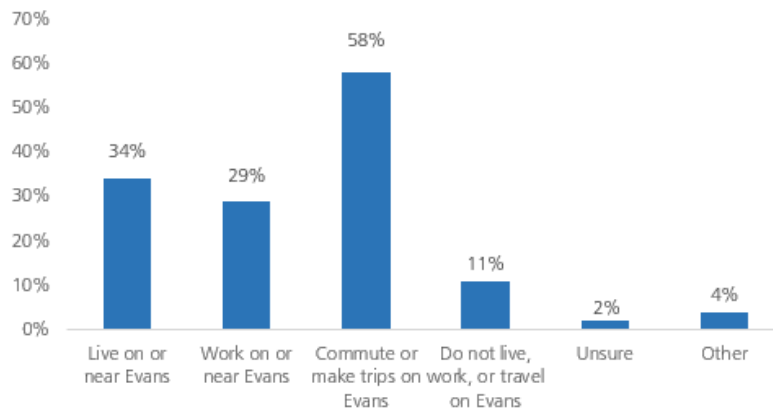
What We Heard

We need to have options for pedestrians and bikes to go East-West from Bayview, so your plan is a must.
- Ximena (Bayview resident)

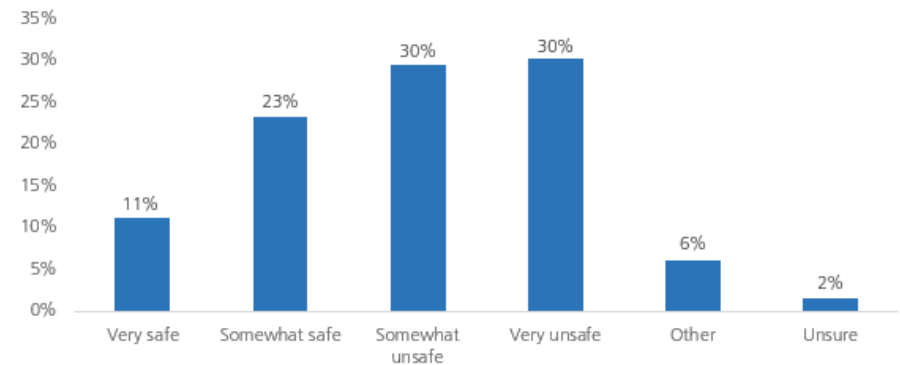
Need more lights in certain pedestrian walkways.
- Navigation Center Guest

I'm from Sonoma County and work near Evans/Napoleon. Sometimes the 19 Polk passes me up, so I need to walk to work.
- Anonymous

Relationship to Evans Avenue



Safety Ratings



Key Changes on Evans Avenue



Road Diet

- 4 lanes → 2 lanes

Bike Lanes

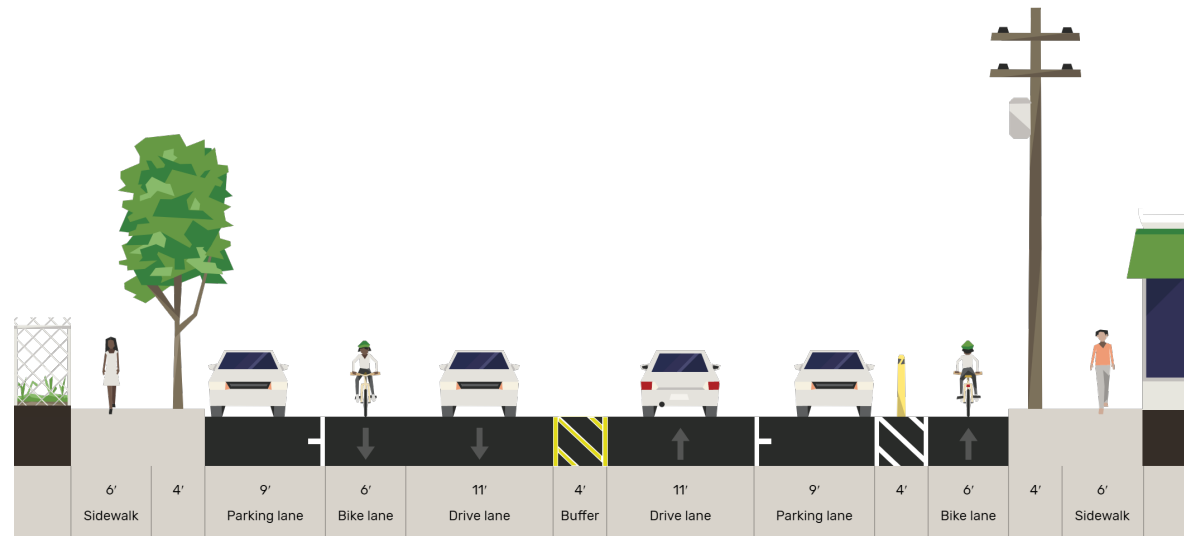
- Protected lanes: 54%
- Buffered lanes: 39%
- Standard lanes: 7%

Parking

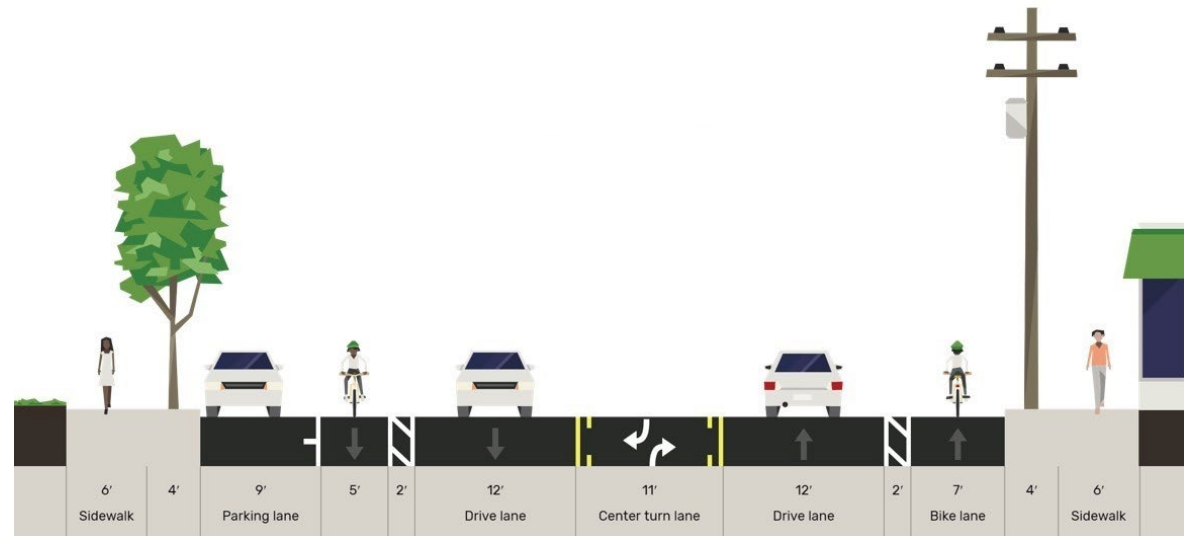
- Retains 84% of on-street parking in the area

Recommended Design – Typical Sections

Typical Section:
Bike Lanes & Parking
Protected Bike Lanes



Typical Section:
Buffered Bike Lanes



Proposed Bus Stop Relocations



Summary & Next Steps

- **Today's Board Actions**
 - Approve bus stop relocations
 - Approve change to bicycle network
- **Next Steps**
 - Construction to follow scheduled roadway paving
 - Construction to take 2-4 weeks

